

VIRGINIA NEWS.

Miss Earheart, the Travelers' Aid society representative at the Norfolk and Western station, had an unusual and rather pathetic case to deal with Wednesday afternoon, when, after the arrival of the Roanoke and Southern train, she found three small children, a boy of nine years and one of seven, with their little sister of fourteen months, alone and deserted on the platform in the severe cold. The children said that they had been put on the train at Ferrum, and could give no very clear idea of the object of their trip to Roanoke, having no relatives or friends in Roanoke. The children were turned over to the Salvation Army.

W. A. Cox, secretary of the Norfolk chamber of commerce, is in receipt of a letter from the bureau of foreign and domestic commerce, department of commerce Washington, stating that the body of Japanese railway officials now visiting this country on an inspection tour will arrive in Norfolk December 11. The visiting railroad men, especially desirous to inspect the coal piers of the Norfolk and Western railway at Lambert's Point, and the piers of the Virginia railway at Sewell's Point. The Japanese party will be guest of the chamber of commerce.

W. S. Pugh, a well-known farmer living near Stokesland, was seriously and probably fatally injured this week when he fell from a load of fodder he was engaged in hauling in the low grounds on the farm of the late Dr. Withers, about seven miles from Danville. The fall from his high perch on the wagon to the ground caused displacement of the seventh cervical vertebra, or as would be said in current speech, broke his neck. The spinal cord was wrenched, twisted or so injured that paralysis of the entire body from the neck downward ensued immediately upon the injury.

Policemen are scouring the country south of Danville for Robert Royster, a negro transfer car driver, who early last night shot and twice wounded Police Officer W. C. Hall, who was in the act of arresting him. The negro was wounded in the leg. It is alleged, by Anna Foy, a negress. The shooting affray took place in the fair grounds. The police officer hearing pistol shots, hastened to the scene, and was greeted by two bullets, one penetrating an arm and the other the thigh. Hall is in the hospital. His condition is not serious. He is the second policeman to be shot by a negro in less than six weeks. His assailant escaped.

Totally burned when her clothing caught fire while she was asleep near a small gas stove, Mrs. Mary N. Gentry, seventy-two years old, of Richmond, died early Tuesday in the Virginia hospital. Mrs. Gentry resided with her daughter-in-law, Mrs. James W. Gentry, who was in another part of the house when attracted to the room by the cries of the elderly woman. After trying to beat out the flames, which spread about the body of Mrs. Gentry, the younger woman ran to the street and screamed for help. Several men came to her assistance, but Mrs. Gentry had been fatally burned before help reached her. A rug in the room also caught fire, but the blaze was soon put out. Mrs. Gentry was a widow, and she is survived by one son, James W. Gentry.

The second hearing of what is known as the Johnson City rate case was begun Wednesday at Bristol with Examiner Eddy, of the Interstate Commerce Commission, presiding. This case threatens to affect seriously all Bristol territory, including Southwest Virginia counties as far east as Radford. The carriers, saying the territory proposed to raise freight rates from the entire west and from northern districts on all classes from 25 to 45 per cent. It would mean almost \$1,000,000 more annually from the territory. It also would seriously affect important shippers throughout the west and north. The hearing will be resumed in Washington about December 15.

With the Circuit Court in session at Abingdon, James Carter faces his sixth hearing for his alleged part in the murder of Mrs. Maude Wilson, the young wife of James R. Wilson, a farmer, whose home at the time of the murder was on the Bristol-Washington highway, three miles east of Bristol. Carter's older brother, Luther, died in the electric chair for the crime, and at that time declared his brother James had no hand in the crime. In spite of his declaration, not one of the four juries that have heard the case has been able to agree whether or not he is guilty. The first jury pronounced him guilty, but the State Supreme Court allowed him a new hearing.

Sixty thousand packing house employees in the United States voted to strike at a meeting of representatives in Chicago Wednesday night. The bodies of Michael Kelly, his wife and their three children were found with their throats cut Wednesday in their home at Rose Lake, near Coeur D'Alene, Idaho. The authorities have no clue save a blood-stained knife and a razor.

Notice.

The following railway companies have made application to the State Corporation Commission for authority to make increases of 15 per cent over their class rates as applied to each carrier on intra-state freight traffic in Virginia classified under the Virginia Classification and Exception Sheets thereto, and an increase of ten (10) cents per ton of 2,000 pounds on Bituminous Coal and Coke.

Hearing in this matter will be held before the State Corporation Commission at Richmond, Va., on the 5th day of December, 1917, at 10 o'clock a. m., at which time any protests, facts or arguments may be presented to the Commission for its consideration.

The Baltimore and Ohio Railroad Company, Carolina, Clinchfield and Ohio Railway, The Chesapeake and Ohio Railway Company, Chesapeake and Western Railroad Company, Louisville and Nashville Railroad Company, New York, Philadelphia and Norfolk Railroad Company, Baltimore, Chesapeake and Atlantic Railroad Company, Cape Charles Railroad Company, Cumberland Valley Railroad, The Delaware, Maryland and Virginia Railroad Company, Maryland, Delaware and Virginia Railway, Norfolk and Western Railway Company, Potomac, Fredericksburg and Piedmont Railroad Company, Richmond, Fredericksburg and Potomac Railroad Company, Southern Railway Company, Valley Railroad Company of Virginia, The Virginia Railway Company, Washington Southern Railway Company.

NOTE:—A separate petition has been filed with the State Corporation Commission by the Southern Railway Company proposing increases in the rates on coal and coke from mines and ovens on the Southern Railway's Appalachian Division, the Interstate Railroad and the Norfolk and Western Clinch Valley Division to points on the Southern Railway's Appalachian Division in Virginia; also a separate petition has been filed jointly by the Southern Railway Company and the Norfolk Western Railway Company proposing increases in the rates on coal and coke from mines and ovens on the Interstate Railroad and the Southern Railway's Appalachian Division to points on the Norfolk and Western Railway and Virginia, Carolina Railway via Bristol concerning which separate notices with dates of hearings, respectively, will be given. Nov. 20-23-27-30.

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To the Stockholders of the Washington Fertilizer Company.

The annual meeting of the stockholders of this company for the election of officers and directors and for the transaction of such other business as may come before the meeting, will be held at the general office of the company, rooms 1 and 2 Alexandria National Bank Building, Alexandria, Va., at the hour of 12:00 noon, Wednesday the 12th day of December 1917.

JOHN F. WILKINS, President.
JOHN L. LEWIS, Secretary
282-141.

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SOUTHERN RAILWAY SYSTEM

N. R.—Following schedule figures published only as information. Not guaranteed.

Trains leave Union Station, Alexandria:

4:27 a. m., Daily—Memphis Special. Sleeping cars and coaches for Lynchburg, Roanoke, Knoxville, Chattanooga, Nashville, Memphis. Washington sleeping cars open after 10:00 p. m. Dining car.

7:37 a. m., Local to Danville. 7:47 a. m., Daily—Local to Harrisonburg. Buffet parlor car.

9:17 a. m., Daily—U. S. fast mail. Coaches and sleeping cars to Charlotte, Atlanta, Birmingham, New Orleans. Sleeping cars Salisbury to Asheville. Dining car.

9:57 a. m., Daily—Nashville, Orange and Charlottesville and limited beyond to Atlanta. Coaches only.

4:02 p. m., Daily except Sunday—Local to Harrisonburg. Buffet parlor car.

4:22 p. m., Daily—Local to Charlottesville. Parlor car to Warrenton, daily except Sunday.

5:12 p. m., Daily—Birmingham Special. Coaches and sleeping cars to Atlanta and Birmingham. Dining car. Daily tourist car to California.

5:22 p. m., Daily except Sunday—Local for Warrenton.

7:17 p. m., Daily—Augusta Special. Coaches and sleeping cars to Charlotte, Columbia, Aiken and Augusta. Sleeping cars to Asheville. Dining car.

10:02 p. m., Daily—Washington & Chattanooga Limited. (Via Lynchburg). Coaches and sleeping cars to Roanoke, Knoxville, Chattanooga, New Orleans. Dining car.

11:02 p. m., Daily—New York & New Orleans Limited. All Pullman train. Club and Observation cars to Atlanta and New Orleans. Sleeping car to Macon. Dining car.

S. D. SHELTON, Union Ticket Agent, Alexandria, Va.

R. H. DEBUTTS, Division Passenger Agent, Washington, D. C.

Maryland, Delaware and Virginia Railway Co.

Steamers of this line leave Alexandria every Monday, Wednesday, and Saturday, at 4:45 p. m.

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THE WASHINGTON VIRGINIA RAILWAY CO.

In effect June 21, 1915. Subject to Change Without Notice. Leave Alexandria for Washington—Daily Except Sundays and Holidays:

A. M.—5:00, 5:40, 6:00, 6:20, 6:40, 6:55, 7:10, 7:25, 7:40, 7:55, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 9:30, 9:45, 10:00, 10:15, 10:30, 11:00, 11:20, 11:40, Noon, 12:00.

P. M.—12:20, 12:40, 1:00, 1:20, 1:40, 2:00, 2:20, 2:40, 2:55, 3:10, 3:25, 3:40, 3:55, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 6:45, 7:00, 7:15, 7:30, 7:45, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 9:30, 9:45, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00.

Sunday and Holidays, same as above except trains at 5:00, 5:40, 6:00, 6:20, 6:40, 7:10, 7:25, 7:40, and 8:15 A. M. and 11:55 P. M.

Leave Alexandria for Mt. Vernon: A. M.—Week Days—5:35, 6:55, 7:55, 8:55, 10:30, 11:30—P. M.—12:30, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30.

Sunday as above except 5:30 and 9:30 A. M. and 11:55 P. M.

Washington Southern Ry. Schedule in effect July 2, 1917.

For Washington and points north daily 8:08, 8:23, 8:38, 10:28, 10:45 a. m. 12:01, 1:28, 2:30, (through train for New York via P. R. R.) 5:14, 5:53, 8:23, 11:33 p. m.

Saturdays only, 4:15 p. m., and Sundays only 8:08 p. m.

For Fredericksburg, Richmond and points south at 4:37, 7:52 (local) and 9:47, a. m. 12:16, 3:22, 3:32, 5:17 (local) 7:02, 9:47 p. m. daily.

Accommodation for Quantico at 11:18 a. m. daily and 2:45 p. m. Saturdays. Night train leaves 11:30 p. m. daily for stations Lorton to Fredericksburg inclusive.

NOTE—Times of arrival and departure and connections not guaranteed.

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